



The China Mail.

ESTABLISHED 1845

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AMATEURS & PROFESSIONALS
No. 10, QUEEN'S ROAD
CENTRAL

No. 15,464.

號九十月一十年二十一日九千一第

HONGKONG, TUESDAY, NOVEMBER 19, 1913.

子壬戌年元國民華中

PRICE, 35.00 Per Month.

Mrs. ELLEN'S CELEBRATED Poudre - Charmante -

A delicately perfumed
face powder of the
highest quality and
purity.

Price \$1.00 per box.

SOLE AGENTS:
A. S. WATSON & Co., Ltd.
CHEMISTS, DRUGGISTS AND
PERFUMERS
TO HIS EXCELLENCY THE
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POPULAR ASAHI BEER



OBTAINABLE EVERYWHERE.

SOLE AGENTS:
Mitsui Bussan Kaisha.
Hongkong, January 3, 1913.

PROGRESS IN THE NEW TERRITORIES.

Within three months of the laying of the corner-stones, the new Chapel-School at Lum Tsun has been erected. This expedition has been chiefly due to the push and energy of the Rev. H. R. Wells and Mr. Wong. On Saturday a large company of Europeans from Union Church and Chinese from To Tai (church) journeyed to Lum Tsun. They found a neat building of thoroughly substantial structure with a brightly pleasing interior, capable of seating about 200 people. The doorway had pairs of tablets with suitable inscriptions. The first pair at the main entrance read thus:—The Truth is proclaimed throughout the world. The Light has reached Lum Tsun. These tablets were presented by the neighbouring villagers (led by groups of Chinese Christians in other parts of the New Territories).

After refreshments had been served all assembled at the main entrance. Rev. O. H. Hickling then opened the door, dedicating the building to the worship of God for His greater glory in the enlightenment and salvation of man.

The Opening Service was conducted by Pastor Cheung Chuk Ling. Taking various parts were Revs. T. W. Pearce, O. H. Hickling, H. T. Caven, Mr. Wong and the L. M. S. Evangelist from Wanchai. The congregation crowded the building in every corner. In addition to the tablets gifts of chairs and a clock were presented by the Christians at Tsun Wan and On Long respectively. The whole of the proceedings were marked by deep thankfulness and fervid hope. The New Territories Society, of which Dr. Alice D. Sibree is Hon. Treasurer, purposes erecting other Chapel-Schools as funds permit. In several places the local Christians are subscribing regularly and liberally for these—Contributed.

PNEUMONIA.

YOU never heard of anyone who used Chamberlain's Cough Remedy having pneumonia and millions of bottles of that remedy are sold every year. Pneumonia is undoubtedly a germ disease, and this remedy cleans out the culture body that form in the throat and bronchial tubes and develop the germ of that disease. For sale by all Chemists and Storekeepers.

BUSINESS NOTICES.

TELEGRAM

Received on 11. 11. 12. from LONDON.

'We beg to inform you ROYAL WARRANT AWARDED

our Company for Milk.



MILKMAID STERILIZED NATURAL MILK
EVAPORATED CREAM.

On Sale at All Stores.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

THURSDAY, 21st NOVEMBER.

8.00 A.M. 'HEUNGSHAN.' 8.00 A.M. 'HONAM.'

10.00 P.M. 'HONAM.' 5.00 P.M. 'FATSHAN.'

WEDNESDAY, 20th NOVEMBER.

8.00 A.M. 'HONAM.' 8.00 A.M. 'FATSHAN.'

10.00 P.M. 'FATSHAN.' 5.00 P.M. 'HEUNGSHAN.'

HONGKONG-MACAO LINE.

S.S. 'SUI TAI' Tons 1851. S.S. 'SUI AN' Tons 1651.

HONGKONG TO MACAO.

Week days at 8 A.M. & 2 P.M. from the Company's Wing Lok Street Wharf.

Sunday, at 9 A.M. & 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 5 P.M.

EXCURSION TO MACAO.

SUNDAY, 24th NOVEMBER.

The Company's Steamship "HEUNGSHAN" will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M. and return from Macao at 5 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 12.30 P.M. from the Company's Wing Lok Street Wharf.

This steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. 'HOI-SANG' 457 Tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 6.30 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION
COMPANY, LTD., AND THE LINDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. 'SAINAM' 588 Tons. S.S. 'NANNING' 568 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers 'LINTAN' and 'SANGU' These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS (First Floor),
Opposite the Blake Pier.

ASTOR HOUSE HOTEL

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QUEEN'S ROAD CENTRAL.

CENTRALLY situated, up-to-date Hotel. Recently renovated and under entirely new management. Large and comfortable rooms, excellent cuisine, under the supervision of an experienced French Chef.

PARTICULARS AND RATES on application to PROPRIETORS.

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GENERAL IMPORT & EXPORT.

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LARGE WHOLESALE & RETAIL.

FURNITURE, Draperies, Groceries

Boat and Shoes.

Makers of Jewellery, Lacquerware,

Crockery Ware.

Iron-mongery, Wines and Spirits.

Foreign Clothes for gentlemen made to order by our own tailors.

Large assortment of Chinese Silks and Foreign Goods of every description.

All goods sold at reasonable prices.

The Cheapest and Best place in Canton & Hongkong to buy Chinese and Foreign Goods.

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No. 237, 239, Des Vaux Road

and No. 120, Connaught Road Central

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ESTABLISHED A.D. 1880.

IRON, STEEL, METAL AND HARD-WARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. Nos. 35 and 37, Central Market (2nd Street, West of Hing Loong Street) Telephone No. 515.

Hongkong September 4, 1909.

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BUSINESS NOTICES.

P. & O.

Steam Navigation Co.

HOMEWARD PASSENGER SEASON 1913.

S.S. 'INDIA' (8,000 Tons)

CAPTAIN G. W. GORDON, R.N.R.

THE THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON
WILL LEAVE HONGKONG ON MARCH 29th, 1913, CALLING AT
STRAITS, COLOMBO, ADEN, EGYPT, MARSEILLES AND GIBRALTAR,
AND IS DUE TO ARRIVE AT—

MARSEILLES APRIL 26th.

LONDON MAY 13th.

The Accommodation in this Vessel is at the entire disposal of Passengers from the Far East.

FARES TO LONDON—

1st SALOON £71.10 SINGLE; £106.14 RETURN.

2nd " £48.8 " £72.12

For Further Particulars, apply to

H. W. D. SHALLARD, Acting Superintendent.

Hongkong, September 2, 1912.

When the Hair Gets Dry and Brittle

when dandruff increases and the hair shows a tendency to fall out
That is the time to use our

Victoria Hair Wash.

A true tonic for the hair, a food for the scalp and a cure for scalp diseases.

\$1.00 per bottle.

PREPARED ONLY BY THE

VICTORIA DISPENSARY,

32, Queen's Road Central.

THE

LEEDS FORGE CO., LD., LEEDS.

Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description

Flippers in the design and manufacture of

PRESSED STEEL UNDERFRAMES AND BOGIES AND ALL-STEEL

RAILWAY WAGGONS.

The Underigned have been appointed Sole Agents in Hongkong and China

The Taikoo Dockyard and Engineering

Co. of Hongkong, Ltd.

AGENTS, BUTTERFIELD & SWIRE.

Hongkong, October 5, 1911.

Queen Mary and King George

Chocolates in Tins.

New Consignment.

Weismann, Limited.

Hongkong, July 30, 1910.

THE HONGKONG HOTEL.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

A LA CARTE GRILL ROOM.

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J. H. TAGGART, Manager.

PEAK HOTEL.

ADAMANTLY SITUATED AT VICTORIA GAP.

Anjoining the Tramway Terminus, 1,400 feet above Sea Level.

Open to the South Wind in Summer and protected from the North-east Wind in Winter. Commanding a magnificent view of Hongkong, the harbour and adjacent islands for forty miles.

A FIRST CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.

Terms—From 65 per day. Meals. Telephone Add: 'Peak'.

Town Office. Des Vaux Road.

Hongkong February 5, 1908.

GRAND HOTEL.

NOTED FOR THE BEST FOOD, REFRESHMENTS, ACCOMMODATION

AND CLEANLINESS.

CUISINE UNDER EUROPEAN SUPERVISION.

ELECTRIC LIGHT & FANS THROUGHOUT.

F. REICHMANN, Proprietor.

THE GRAND CARLTON HOTEL

An Ideal Family Hotel, where Living is a Real Pleasure.

FIRST CLASS IN EVERY RESPECT. CONVENIENTLY SITUATED. ALL MODERN COMFORT

Noted for its First Class Cuisine and Perfection of Service.

Under the Personal Management of

O. E. OWEN,

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Telephone No. 812.

BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

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BALL SEASON.

ARE SHOWING A LARGE VARIETY OF
EVENING GOWNS, COATS
in Cloth and Silk.

Gloves, Shoes, Silk Stockings, Hair
Ornaments, Scarves and Flowers.

No. 2, PEDDER STREET.

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IS AN INVALUABLE LIQUID FOOD IN THE FORM
OF A DELICIOUS BEVERAGE.
FOR STRENGTH, PURITY AND NOURISHMENT.
THERE IS NOTHING SUPERIOR TO BE FOUND
MEDICAL MAGAZINE



IS A HIGH-CLASS COCOA WITH A DISTINCTIVE
FLAVOUR DEVELOPED BY A SPECIAL PROCESS.
PREPARED BY CADBURY'S FROM THE
FINEST COCOA.

Hongkong, Dec. 17, 1900.

KELLY & WALSH, LTD.

A NEW WALL MAP OF THE KWAN-
TUNG RAILWAYS, BY
KWOK LO KWAI. Price \$3.50.

Giving—The Pearl River with index of
important places, The Kowloon-Canton
Railway, Yach Han Railway, Shanghai
Railway, Proposed Macao-Canton Rail-
way, Proposed Fatsan-Kongmoon
Railway, Sanning Railway & Swatow-
Chao Chow Railway.

NEW BOOKS.

From My Hunting Day Book. H.R.H. the Crown Prince of the
German Empire. \$4.50

The American Occupation of the
Philippines, 1898-1912, James H.
Blount. 12.00

Adam Lindsay Gordon & his Friends
in England and Australia, Edith
Humphreys and Gordon Sladen. 10.00

Unseen Friends (Famous Women),
Mrs Wm. O'Brien. 5.00

Selected Passages from the Works of
Bernard Shaw, Chosen by O.E.
Shaw. 4.00

A Chinese St. Francis, or the Life
of Brother Francis, O. Campbell
Brown. 2.00

Rough Roads, Reminiscences of a
Wasted Life, Dyko Wilkinson. 2.00

The German Emperor and his Friends
of the World, A. H. Fried. 4.50

St. Francis of Assisi, Rev. Father
Cuthbert. 10.00

South America, Observations and
Impressions, James Bry.
German Memories, Sidney Whitman
(Resident in Germany over 50
Years). 6.00

Thy Rod & Thy Staff, A. C. Benson. 6.50

Picturesque Nepal, Percy Brown. 6.00

The Book of Saints and Heroes (for
Children) Mrs Lang and Andrew
Lang. 4.50

Wild Flowers as they Grow, photo-
graphed in colour direct from
Nature, H. E. Corke. 4.00

The Sultan, Romance of the Harem
of Abdul Hamid, Djelal Noury
Bey. 2.75

Biography of Lefcadio Hsiao, E.
Thomas. 1.00

Biography of John Millington Synge,
Francis Buckley. 1.00

The Children's Encyclopedia, edited
by Arthur Mee, 8 vols. 25.00

Colliery Working and Management,
H. P. Bulman. 4.00

Hygiene for Health Visitors, School
Nurses, and Social Workers, Hilda
Ganser of the Breast Clinic, with
aided, Leaf. 6.00

Lanorma, Mrs A. Sidgwick. 2.75

The Quest of the Golden Rose, John
Owenham. 1.75

The Suburban, H. G. Bailey. 1.75

London Landmarks, E. V. Lucas. 1.75

The Rake's Progress, Marjorie
Bow. 1.75

BY SPECIAL APPOINTMENT

THE KING OF CHAMPAGNES

POMMERY

The Champagne of Kings.

"SEC AND EXTRA SEC"

SOLE AGENTS:

CALBECK, MACCREGOR & CO.

WINE AND SPIRIT MERCHANTS.

Hongkong, Sept. 25, 1912.

Intimations.

THE LARGEST MAKERS OF ITALIAN VERMOUTH ARE Martini & Rossi, Turin.

Their Vermouth is a delicious tonic, and the only one with which the well-known Martini cocktail can be prepared.

GARNER, QUELCH & Co.,

TELEPHONE 636.

Sole Agents.

1580

DON'T LOOK Worried, thinking what to send HOME for CHRISTMAS. Nothing could be appreciated more than the undermentioned Presents:—

Finest Hankow Tea.

5lbs. nett \$9.00. 7lbs. nett \$11.50. 10lbs. nett \$15.00

Chow Chow. Cumquat.

Half dozen 5lbs. Jars \$11.00 Half dozen 5 lbs. Jars \$13.00
One " 2 1/2 lbs. " \$11.50 One " 2 1/2 lbs. " \$13.50

Finest Preserved Ginger.

Half dozen 5 lbs. Jars... \$15.00
One " 2 1/2 lbs. " ... \$15.50

These Prices are inclusive of all duties and charges so that the goods are delivered ABSOLUTELY FREE TO ANY TOWN THROUGHOUT GREAT BRITAIN.

DESPATCHES:—

S.S. HITACHI MARU ... leaves 9th Oct. due in London 21st Nov.
PALMA ... 17th Oct. ... 1st Dec.
MIYAZAKI MARU ... 19th Oct. ... 3rd Dec.
NANKIN ... 20th Oct. ... 15th Dec.
KITANO MARU ... 6th Nov. ... 18th Dec.
NYANZA ... 13th Nov. ... 28th Dec.

All orders will have our careful and prompt attention.

CHINA EXPRESS CO.,

J. TAYLOR, Manager.

3, DUDELL STREET,
(Opposite Lamert's Auction Room).
Hongkong, October 5, 1912.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883

MANUFACTURERS OF

PURE Manila ROPE

3 STRAND 3" to 15" CIRCUMFERENCE
CABLE LAID 5" to 15" CIRCUMFERENCE
4 STRAND 3" to 10" CIRCUMFERENCE

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to

Shewan Tomes & Co., General Managers.

Hongkong, April 11, 1912.

PARIS TOILET,

MAN SPRICHT DEUTSCH.

OF PARIS FRANCAIS.

No. 15, QUEEN'S ROAD CENTRAL.

MANICURE, MASSAGE AND VIGORICURE DEPARTMENT.

Corns of all descriptions extracted without pain.

J. O. Sopless, Proprietor.

THE KWONG HIP LUNG CO., LTD.

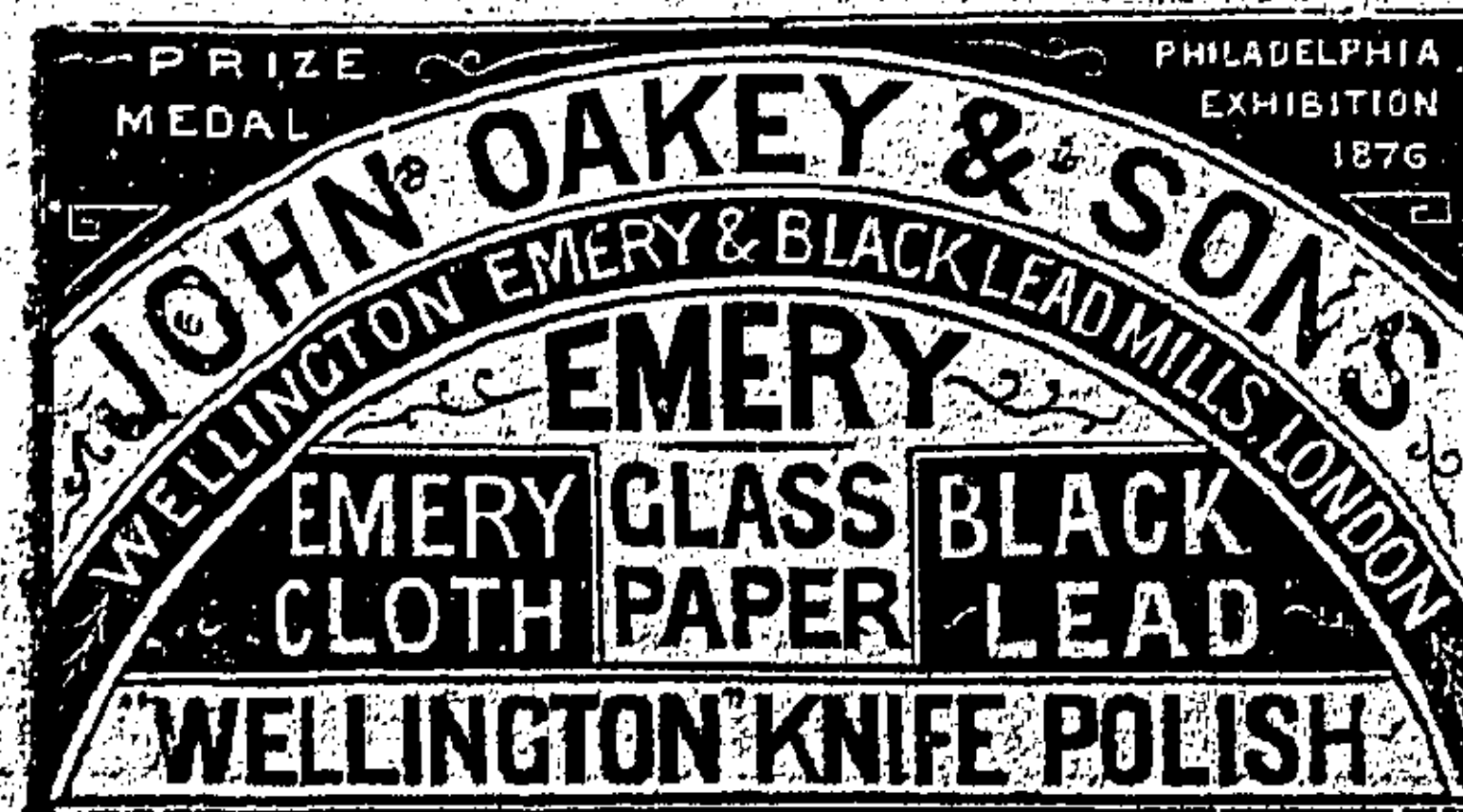
(NOW RECONSTRUCTED)

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft at 200 feet long.

Town Office, 48, CONNAUGHT ROAD CENTRAL, Hongkong. Telephone No. 458.
Shipyard, Shum-Sui-Pa, Kowloon, Hongkong. Telephone No. K.3.
Ketchikan furnished on application.

WONG PING WA, Manager.

Hongkong, April 1, 1912



JOHN OAKLEY & SONS LIMITED, "Wellington, N.Z." LONDON

THE PHILIPPINE CARNIVAL.

(Continued from page 4.)

as the middle of the nineteenth century, they were every night closed and the drawbridges outside them raised. After the American occupation the most which formerly surrounded the walls was filled in as it had become a post hole. The wide strip of green which replaces it is now being rapidly converted into parks and athletic fields.

The Walled City is laid out on a very nearly regular checkerboard plan, the visitor who enters it, whether from the docks or from the Bridge of Spain and the retail district, will ordinarily do so by Calle Aduana, and, about midway between the western and eastern entrances on this street, he will come to Plaza McKinley, which is the official heart of Manila and the most convenient point from which to start on an inspection of that part which lies within the walls. The plaza forms a small but pretty park, in the centre of which stands a statue of King Charles the Fourth of Spain (1788-1808) erected in commemoration of the original introduction of vaccination into the Islands during his reign.

The street running north between this site and the plaza leads to Fort Santiago, the oldest part of Spanish Manila, where the headquarters of the United States Army in the Philippines. It probably stands very nearly on the site of the native fort, which the Spanish reconqueror expedition carried by assault in 1570. It is the oldest part of the Walled City and has undergone comparatively little external change in three centuries. There are plenty of traditions connected with the old place-stories of cells below the river level for the "unintentional" execution of inconvenient persons, and of chambers filled with dislocated skeletons. Though none of these places are now identifiable it is a historical fact that one cell, either in the fort or in the wall to the east of it (since removed) was the scene, as late as the night of the 31st August, 1898, of a tragedy most resembling that of the Black Hole of Calcutta. Fifty-six out of sixty Filipinos who had been crowded into it, on being arrested on suspicion of complicity in the insurrection then raging, were the victims of the poisoned atmosphere of the desperate struggle that took place within. One of the most interesting single relics is the ancient gate between the outer Plaza Moriones, and the courtyard of the fort proper; it is liberally ornamented with curious carvings.

The fine old Churches alone make a visit to Manila one to be long remembered. One of the finest Observatories in the World is that of the Central Observatory of the Philippine Weather Bureau on Calle Padre Faura. This was founded in 1895 by the Jesuits and operated continuously since then, even in 1898, while hostile armies were contending for the possession of the city. The practical founder and director for many years was Fr. Frederic Faura, after whom the street on which the building stands, is named. The present head is Fr. Jose Alano, who has made for himself an world-wide reputation as a meteorologist. It is still directed by specially trained Jesuit priests and supported financially by an arrangement with the Government. Its greatest renown has been gained through its work in the field of earthquakes and typhoons.

While we have our own interesting "Happy Valley," a most beautiful spot in Manila is the "Paco Cemetery." This structure, built by the City in 1810, is the best designed and best preserved of a number of the same type, all of which have their origin in the fact that the site of all the older portions of Manila is far too low to admit of the digging of graves. The general plan is that of the Campo Santo of an Italian City. There are two concentric circular walls, each seven or eight feet thick and surmounted by a terrace and balustrade. These are cut up into niches, arranged in three tiers, and each large enough to contain a casket. The total number of niches is 1,782, of which about 500, in separate courts at the back are of smaller size for children. The fronts of the niches are closed by slabs of marble with the customary inscriptions, and burning candles and flower wreaths are frequently seen before them. The spaces within the inner wall forms a small but beautifully kept park. At the back immediately opposite the gate is a little oval chapel.

What seems to modern minds an extraordinary story of desecration is recalled by the fact that though the cemetery is limited to a fixed number of bodies and is now more than a century old, there are very few dates on the slabs reaching back more than six years. The explanation of this is that the funds for the maintenance of the cemetery are provided by the rental of the niches, which must be prepaid every five years; so that, if as is apt to be the case, the second payment is not promptly forthcoming, the vault is opened, the bones removed, and some more profitable tenant installed. It was this which gave rise to the witty if somewhat cynical, description of the cemetery as the place where "we pigeon-hole our dead for future reference." Formerly the ejected bones were cast into a channel vault at the back of the chapel. This cavalier proceeding has now been stopped, but the place itself is still in existence, and the curious can still find in it plenty of gruesome relics. Under the present procedure the disinterments have to be advertised, and the remains are reburied in consecrated ground.

Aside from these associations, the cemetery is of artistic design and well worth a visit. This is specially true on the evenings before and following All Saints' Day, when practically every niche is lighted and decorated, often with tokens of a pathetic sort, the walls and

the park are brilliantly illuminated with electric lights, the chapel floor becomes a miniature forest of candles, and half Manila goes out to mourn, to watch or to stare. At ordinary times the principal single point of interest in the cemetery is the place where the remains of Dr. Jose Rizal were buried after his execution. It is on the left hand side of the outer wall and is marked by a small wooden cross with the date of his death and his initials reversed (R.P.J.). The place is cared for by the voluntary labours of an association of Filipinos. The bones themselves were removed by the insurgents during the war, and the greater part are supposed to have been made into talismans.

The famous Bilibid Prison is well worth a visit. An exceedingly enjoyable days picnic may be taken to Puganjan Falls and Gorge, one of the prettiest spots in the Orient. The Gorge proper is reached at some little distance from the town. Its great picturesque quality lies in the impressing of vast depth and consequent gloominess produced by the nearly perpendicular cliffs and the ratio which their height (300 to 400 feet) bears to the distance between them (about 100 feet). This combines with the half light, the fantastic vistas revealed afresh by every twist in the river, and the mantles of tropical vegetation which almost conceal large portions of the sheer rocks and cover the haunts of many gaudily coloured kingfishers, to make a scene that is not easily forgotten. The total length is about six miles.

There are two large cascades in the gorge, known respectively as the Lower and Upper Falls. The former is on the left side as the traveller ascends; it is not of great volume but its considerable height (about 100 feet) and the unbroken reach of its falling water make it a sight of much beauty. The upper fall is at the point where the gorge comes to an end in a large pool or well. It is lower than the other (about 60 feet) but of greater volume. Swimming in the pool near the foot of the fall is decidedly dangerous, and should be indulged in only with great caution.

NEW MUSIC.

Messrs Enoch and Sons, Great Marlborough Street, London.

From the portfolio of new songs and music, bearing this firm's imprint, we select the following as being worthy of special attention. An attractive song, as beautiful as it is musically, is the second of London Ronald's Five Album Leaves "To one beloved" (words by Julia Cock Watson), published for low and high voices. Brenda Gayard's "To call you mine" (Clifton Bingham) also possesses distinctive qualities, not the least of which is its well thought out pianoforte part. This too is published in two keys.

Taking alike to the singer and the hearer, Herbert Oliver's "Cherry Blossom Time" (Ed Tschernacher) will appeal to a wide constituency. Music and words go hand in hand in sympathetic agreement from start to finish. It is published in 3 keys so is well within the ranges of the various voices.

Bothwell Thomson's contribution consists of a beautiful setting (in 3 keys) of Frederic E. Weatherly's poem "Edly of the West." Here the music and the poetry flow together in closest sympathy, the union in fact being perfect both as regards piano and treatment.

The remaining songs calling for notice are J. D. Davis' two songs, "Blossom and Song," and "Forget not yet," full of life and sweetness, as may be gathered from the words by H. D. Manning. From the portfolio of novelties for pianoforte solo we have selected the subjoined items as deserving of special attention: viz:—"Mandarin" (An Indian Melody) by Ernest Verdyne. This has all the fascination of an Indian Melody added to the natural aptitude in the manner of adaptation which may be associated with the name of Verdyne.

"Capriccio" Chaminade's essay will appeal to all pianists who like to hear their instruments sing. The work has much to praise, both as to its planning and its execution. We have confidence in recommending this pianoforte solo to the notice of all pianists.

Sir Edward Elgar's Interlude from the Imperial Masque "The Crown of India" arranged for the Pianoforte by Hugh Elkin, is another piece which should be in the repertoire of all pianists. It may with truth be said that the transcriber of one of the latest works of England's greatest living composer, has, in the transcription, worked with the most satisfactory results.

The violin and the piano have been arranged for violin, (or Cello) and Piano. Amongst other transcriptions for Violin and Piano we specially mention Chaminade's "Chanson Espagnole," transcribed by D. Lederer, as a gem of excellence. No violinist should be without this in his collection. It reveals freshness of ideas as well as skilful handling.

"The Wind and the Rose," by Cesar Franck, "The Violet," by Richard D. Metcalfe. Melodies from "The Music" by E. Humperdinck, are Nos. 89 to 91 to Enoch and Sons Series, published with ordinary and tonic for piano, especially suitable for school. Being under the editorship of E. D. Metcalfe, is a one quon of their completeness of musical detail.

LOSING WEIGHT BY THE POUND

"Under Weight," a condition of ill-health, shows your assimilative powers are decreasing.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

Supplies the blood with the wanted nourishing and healthy flesh building materials. Very palatable.

OF ALL CHEMISTS

HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, November 14th, 1912.
At 100 cents per Dollar American.

Butcher Meat.

Beef Sirloin & Prime Cut—Mei Lung 1st	20
" Corned—Ham Ngau Yuk	20
" Roast—Shiu	20
" Breast—Ngau Lam	18
" Soup—Tong Yuk	18
" Steak—Ngau Yuk Pa	20
" Sirloin Colom—Ngau Lau	30
" Sausages—Ngau Chung	24
Bullock's Brains—Know	per unit 9
" Tongue fresh—Ngau Li	45
" Corned—Ham Ngau L.	20
" Butch—Ngau Tan	20
" Heart—Ngau Sum	12
" Hump, Salt—Ngau Kin	18
" Feet—Ngau Kark	each 9
" Kidneys—Ngau Yiu	9
" Tail—Ngau Mei	15
" Liver—Ngau Koo	12
" Tripe (undressed)—Ngau To	8
Calve Head & Feet—Ngau-chai-lau-lau	set 81
Mutton Chop—Young Poi Kwat	12
" Leg—Young Poi	22
" Shoulder—Young Shan	20
" Pigs Chittings—Chu Chong	22
" Brains—Chu Know	per set 24
" Feet—Chu Kark	12
" Fry—Chu Chai	20
" Head—Chu Tau	15
" Heart—Chu Sum	each 13
" Kidneys—Chu Yiu	9
" Liver—Chu Con	12
" Pork Chop—Chu Pui Kwat	20
" Corned—Ham Chu Yuk	24
" Leg—Chu Poi	24
" Fat or Lard—Chu Yau	15
Sheep Head and Feet—Young Tau Kark	set 50
" Heart—Young Sum	each 8
" Kidneys—Young Yiu	9
" Liver—Young Con	12
" Sucking Pigs To Order—Chu Chai	22
" Suet, Beef—Sang Ngau Yau	20
" Mutton—Sang Young Yau	22
" Veal—Ngau Chai Yuk	20
" Sausages—Ngau Chai Chung	20

Poultry.

Chicken—Kai Chai	30
Capons, Large, mall—Sin Sai	28
Ducks—Ap	24
Doves—Pan Kau	15
Eggs, Hen—Kai Tan	per doz 24
Fowls, Canton—Kai	18
" Hainan—Hoi Nam Kai	28
Geese—Ngi	24
Geese, Wild—Shang-ho Yea Ngai pau	28
Musk Deer—Wong Kong	each
Hare, Shanghai—Tu Chai	50
Partridge—Che Khoo	50
Phasant—Shan Kai	pair \$1.40
Pigeons, Canton—Pak Kip	each 28
" Boibow—Hoi Hoi Pak Kip	26
Quail—Um-Chun	18
Rice Birds—Wo Fa Cheur	dozen 18
Snipe—Sa Choy	each 22
Turkeys (cock)—Phor Kai Kung	1b. 60
" Hen	45
Wild Ducks, Shai—Shang-hoi Sui Ap	\$1.26
Tail—Sui Ap Chai	50
Wild Ducks Canton—Sang-Shing Sui Ap	50

Fish.

Barbel—Ka Yu	8
Bream—Bin Yu	17
Canton Fresh Water Fish—Hoi Sin Yu	17
Carp—Li Yu	20
Catfish—Chik Yu	18
Codfish—Mun Yu	24
Crab—Hoi	18
Cuttle Fish—Muk Yu	15
Dab—Sa Mang Yu	16
Dace—Wong Mei Lan	11
Dog Fish—Tit Yu Se	8
Cels. Oong—Hoi Mann	15
" Fresh water—Tam Sin Y	17
Eels—Yellow—Wong Sin	28
Frogs—Mien Kai	23
Garoopa—Sek Pan	50
Gudgeon—Pak Kip Yu	12
Herrings—Tao Pak	20
Halibut—Cheung Kwan Kip	28
Labron—Wong Fa Yu	30
Loach—Wu Yu	24
Lobsters—Lung Ha	25
Mackerel—Chi Yu	22
Monk Fish—Ming Yu	22
Mullet—Chai Yu	23
Oysters—San Co	20
Parrotfish—Kai Kung Yu	15
Porch—Tan Loo	5
Pike—Ka-Pau-Pong	8
Pilchard—Pan Yu	18
Pomfret—Black—Hak Chong	20
Pomfret—White—Lak 1st	15
Prawn—Ming	48
Ray—Pai Fa	12
Rock Fish—Sek Fa 1st	16
Roach—Chun Yu	10

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Salmon—Ma Yu Yu	32
Shark—Sa Yu	8
Skate—Po Yu	9
Shrimps—Ela	24
Snooper—Lap Yu	28
Soles—Tat Sa Yu	16
Tanok—Wan Yu	18
Turbot—Cho Hoi Yu	20
Turtles, small, fresh water—Eok Yu	56
White Bait—Ngau Yu Chai	—

Fruits.

Almonds—Hung Yan	...	1b 23
Apples (California)—Kam San Ping Kho	...	20
(Chefoo)—Tin Chun Ping Kho	...	—
Small—Hoi Tong	...	—
Custard—Yan Lai Chai	...	each —
Bananas, fragrant, Canton—Suo Shing	...	3
Heung Chiu	...	—
Bananas, (bridge), Macao—San Hing Chiu	...	4
Cherries, Chinese—Fong Lat	...	12
Carambola—Young Tue	...	8
Cocoanuts—Yeh Tee	...	each 12
Lemons, China—Ning Moong	...	lbs. 6
America—Kum San Ning Moon	...	8
Lichees Dried—Lai Chi, small Stone	b 30	
Fresh—	...	—
Limes (Saigon)—Sai Kung Ning Moong	each	—
Mango, Manila—Lui Sung Moong	...	—
Mangosteens—San Chuk Tse	...	doz —
Oranges, (Canton)—San-shing Tim Ching	lb 8	
Oranges Sweet	...	8
Pears, (American)—Kam San Short	...	—
(Canton), Cooking—Sa Lay	...	15
Peanuts—Fa Sang	...	10
Persimmons Large—Hung Chie	...	8
Pine-apples, 1st quality—Poon Ti Paw Law	each 10	
2nd	—	—
Chung-tang Paw Law	...	8
Plantain—Tai Chou	...	lb —
Plums—Swatow, Hung Lai	...	—
Pumelo, Siam—Chim Lo Yau	...	each 13
Shanghai—Lo Kwat	...	—
Walnuts—Hop Tue	...	lb 12
Green—Sang Hop Tue	...	—
Water Melon—Kon San Sai Kwa	each	—
(China) Sai Kwa	...	—
Grapes—Sang Po Tai Tee	...	lb 25

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(FLOWER STREET).

9.15 TO-NIGHT 9.15.

THE FAMOUS COMEDY-DRAMA
THE VILLAGE POSTMISTRESS!
THE VILLAGE POSTMISTRESS!
(Length 3,000 feet).

A MOTOR BOAT TRIP
Local Yachtmen are invited to learn
Marine Motoring with
MAX LINDER.

VAUDEVILLE
BY
MISS DELLIE CONNOR
AND
MISS GLADYS PORTER

PICTURES ONLY 7.15 P.M.
Hongkong, November 2, 1912 1397

The lubrication of these vapour-pressure machines had, Mr Milton stated, been a cause of some difficulty, since, if vapour only were allowed to enter the compression cylinders, it was superheated by the compression and hot cylinder walls would not run for long in good condition without a lubricant. By admitting a small quantity of the liquid along with the vapour, this difficulty had been, he said, surmounted. Further difficulties had arisen, Mr Milton continued, when it was attempted to transport chilled beef as well as frozen mutton. With the original cold-air machines, the air, after cooling, was sent directly into the holds, and it was then very difficult to avoid inequalities of temperature. This, fortunately, had little effect when frozen mutton was the cargo, but in the transport of chilled practical uniformity of temperature was requisite, and this demand had only been met by the ingenuity of the engineer. With vapour-compression machines the holds were cooled with brine, the grids being uniformly distributed overhead and along those side walls, from which conduction of heat was to be feared. Since the grids exposed a very large surface, the temperature of the brine could be kept only a little below that of the hold, a condition which made for uniformity of temperature. Nevertheless, Mr Milton pointed out, even with holds thus cooled the final cooling of the cargo was effected by the air, which, reduced in temperature by the brine-pipes, warmed itself again by contact with the cargo, in which contact it picked up moisture. It was, therefore, of extreme importance that variations in temperature should be reduced to a minimum. The agents which tended to destroy or damage a meat cargo were, Mr Milton said, ferments, bacteria, and moulds, and the activity of all three was reduced at low temperatures. A curious point mentioned by Mr Milton was that the flesh of animals slaughtered in a state of fatigue or excitement is particularly prone to deteriorate by the action of ferments.

THE CHINA MAIL.
HONGKONG, TUESDAY, NOVEMBER 19, 1912.

COLD STORAGE AT SEA.

In his interesting Presidential address to the Cold Storage and Ice Association, Mr J. T. Milton had recently some interesting remarks on the up-to-date plant now necessary for the process. The first plant of this type was, however, he said, due to a scientist, Mr J. J. Coleman, who required a machine for facilitating the fractionation of Scotch shale oil. This he succeeded in devising and successfully operating in 1875. Two years later, a demand arose for a machine capable of refrigerating ships' cargoes, and the assistance of Mr Coleman was sought by those responsible for the project. The details of the plant were worked out in conjunction with Mr Bell, the result being the Bell-Coleman cold-air machine, which proved highly successful, though experience soon showed the necessity of some slight modifications in the original plans. Mr Milton, for instance, stated that the air after compression was at first cooled by water injection, but it was found that unless the water was pure the air became tainted, and unfit to be passed into the refrigerated holds. Another difficulty arose in connection with the piston packings, since the arrangement, successful with air which was not cooled below freezing-point, proved unsatisfactory when lower temperatures were attained, and ice deposited as a consequence on the cylinder walls. Much of the practical success of this machine was, Mr Milton claimed, to be attributed to the ability of the engineers who succeeded in operating it on ship-board, where the facilities for the repair of even trifling defects of mechanism are small. In deciding between sulphurous-acid, ammonia and carbonic-acid-gas machines, Mr Milton remarked that a compromise had to be effected between efficiency and compactness. The CO₂ machines possessed this latter virtue in a high degree, but involved the use of pressures up to 1024 lb. per sq. in., and had only proved successful because of the high quality of the materials used and the care taken in the design of details. The sulphurous-acid machine, on the other hand, is efficient, but

SOCIAL AND PERSONAL.

The Hon. Mr. Chaudhry, Colonial Secretary, leaves at the end of the week for home on holiday, returning in March next. It is stated that the Hon. Mr. A. M. Thompson will act as Colonial Secretary and that there will be a general distribution of "appointments" in the service.

Mr. T. Logan, son of Mr. J. Logan of Kowloon Dock, is reported to have been arrested along with a Mr. Berthot, by the Chinese police (Shanghai) in connection with a Chinese coolie while riding. They had to give \$20 bail and the matter has been taken up by their respective consuls, one being British and the other Austrian. The attitude of the Chinese to foreigners outside the settlement has for some time been subject of comment in Shanghai papers.

TYPHOON WARNING.

The following telegram was received at the American Consulate General to-day at 7.45 a.m.
Manila, November 19, 1912.
Cyclone or Typhoon N.W. of Yap moving N.W.

THE SHAMEN MURDER.

Sepoy's Trial Continued.

Before the Chief Justice, Mr. Rees Davies, K.C., sitting in Criminal Sessions this morning, the trial was continued of the Sepoy Ibrahim, who is charged with the murder of Ali Shafa, a subadar in his regiment, the 126th Baluchistan Infantry, at the Shamien, Canton.

The Attorney-General, Hon. Mr. J. A. S. Bucknill, K.C., instructed by the Crown Solicitor, Mr. J. H. Kemp, prosecuted; and Mr. P. C. Jenkin, instructed by Mr. R. A. Harding, defended.

A native officer giving evidence this morning said he was sitting outside the camp at the Shamien when he heard the Subadar Ali Shafa say to some soldiers: "What are you doing there? You are gambling." There were four sepoy-including the prisoner, and one of them answered that they were only playing cards. The subadar, suspecting them of gambling, searched them, and ordered them to the lines after he had taken some money from the prisoner. Later he heard the sentry call out: "Who is that with a gun?" and then heard a shot. The subadar called out: "Guard, turn out," and all ran into the camp. As witness was suspicious he went out, and saw prisoner with another sepoy and with assistance conveyed prisoner to the guard-room.

When the Court resumed after the fifteen adjournment, his Lordship, addressing the Attorney-General, said a complaint had been made to him that during the adjournment one of the witnesses for the prosecution was seen talking to a juryman. It was a very irregular proceeding, and he was quite sure was done in ignorance. In England in a murder trial the jury were kept locked up during the whole case and were never allowed to separate until the case was over. Fortunately for the jury in this Colony, they had no such law, but they relied upon the jury not to talk to anybody who had anything to do with the case—in fact they should never confer with anybody. He was quite sure the jury would bear this in mind during this case.

The Attorney-General said he need hardly say this was quite new to him. His Lordship observed that he was quite sure it was done in ignorance.

The Attorney-General said he knew nothing about it at all.

INDIAN WATCHMAN MURDERED.

Traffic Affair at Hunghom.

A daring murder, the object of which was apparently robbery, was committed either on Sunday night or Monday morning at Hunghom, when an Indian watchman employed at the engineering workshops of Messrs D. Macdonald and Co. was found in a terribly mutilated state. He was evidently attacked with a blow upon the head, and was afterwards cut about with a hatchet. The body was found near the door of the office, and a number of things were found missing from the premises. Up to this morning the police had no clue as to the whereabouts of the robber or robbers. The place where the man was killed is in close proximity to the Gun Club Billiards and the camp of the Indian Military Force.

From an exchange:—"At 8.30 a.m. to-day, Hamburg-America Line passed through the port from West to East showing no signal numbers."

In our contemporary quite sure this was not the German fleet in disguise?—Ed.

OBITUARY.

THIS disease is so dangerous, and so rapid in its development that every mother of young children should be prepared for it. It is very easy to catch, and the attack of group appears and then need for medicine and let the child suffer until can be obtained. Chamberlain's Cough Remedy is a most effective and has never been known to fail in any case. For sale by all Chemists and Druggists.

CORRESPONDENCE.

THE DECLINE OF BRITISH SHIPPING IN THE FAR EAST.

(To the Editor of the "China Mail.")

This following communication has been addressed to the Secretary of the Imperial Merchant Service Guild, with a special request that it should be disseminated amongst the British certificated Captains and Officers throughout the Empire. The member from whom this communication emanates, is at present serving on the China Coast.

The decline of the British flag in the Merchant Marine on the Coast of China and the Far East generally.

The Secretary.

Dear Sir,—It is really a pity to see young officers come out here from the "Old Country" and most of them return "Home" again as soon as they possibly can, after they find that they have to serve about five or six years as Second Mate before they become First Mate, and then years or more as First Mate before they become Master, and as things are moving in China, it appears to me, who has been out here for thirteen years, that it is almost impossible for a man ever to become Master at all who joins any Shipping Company on the China Coast now or in the future. I think that any young man who is starting in his profession should really know the truth of the conditions surrounding the life of a Merchant Marine Officer out here as regards promotion in his profession. The best way that I am able to show the above is to outline my knowledge of the way shipping, under the British flag, has declined in the Far East, and more particularly in China, since I first came out here in the year 1899.

In the year 1899 all the larger steamers of the Nippon Yusen Kaisha, and most of the smaller ones were commanded and officered by "Britishers," since this the Japanese have steadily proceeded to displace with the service of foreigners, and now nearly all Japanese steamers are commanded and officered by Japanese. "Japan for the Japanese" only natural and you cannot blame them.

It appears to me that since the Revolution in China, China's policy in shipping as well as other matters is "China for the Chinese"—following the example of the Japanese, and how can you blame them? There will be no more room for the foreigners in shipping out here in a few years—the same as in Japan at present.

Here follows my experience of shipping on the China Coast since 1899—in that year a British Steamship Company with about thirteen steamers trading mostly between Singapore and Bangkok, sold out to a foreign flag; shortly after in 1900 another British Steamship Company of thirteen steamers, trading mostly between Hongkong, Singapore and Bangkok, sold out to a foreign flag. Another British Steamship Company—sailing out of Hongkong, and trading to some of the Southern Ports of China, also Singapore, Saigon and Bangkok—which had five steamers about this time—commenced selling their steamers one by one and went out of existence about six years ago. Another British Steamship Company, which sailed out of Hongkong and had about five steamers, gradually dwindled down to two, and about three years ago transferred their last two steamers to the coast from Hongkong which I first came out to China have been pressed so hard by Japanese competition, that they gradually commenced selling their steamers and are now struggling along with only two or three. Then to come to Shanghai, there is one British Company that had about eight steamers under the British flag, some of them on the Yangtze River and some of them on the coast, all are now under a foreign flag. The two larger British Steamship Companies which now remain on the Coast of China have each of them a less number of vessels than they had about four years ago, and there are persistent rumours in connection with one of them at least that some more steamers are going to be sold, and no likelihood of their ever being replaced, the aforementioned lessening of the number of steamers in the fleet is caused mostly by steamers being sold, and not being replaced. I know, and have known many men in the coastal steamers in China, who after being Master had to gradually go back to First Mate or Second Mate and then resign as there was no hope of their owners replacing the steamer which they had sold, only to join another Company and find that things are just as bad there as regards promotion, it is not the owners' fault if they have not got the ships. How is it all caused? or rather I should say, to look at it from the point of view of the young mercantile marine officer, how is it that his chances of ever being Master out here are so very small?

At the time of the Russo-Japanese War, the Japanese steamers were in use as transports etc., this gave the foreign nations from all over the world a chance to get rid of a lot of steamers which they wanted to sell, the steamers are out here now, nearly all under the Japanese flag, but some under the Chinese; the Norwegians also swarmed out on the coast about this time. When the war was over the Japanese steamers were let loose on the Coast again, and most of their lines are subsidised by the Japanese Government—no wonder the British steamers cannot compete as formerly, even most of the Norwegians who can run their steamers much cheaper than British could not stand the competition and have had to go "home" again.

From what I say you can see that there are far and away less steamers under the British flag on the China Coast than there were a few years ago. The principal Chinese Shipping Company on the China Coast and under the Chinese flag, which is partly a "Chinese Government Concern"—up to about a year or two ago employed mostly British Captains, Officers and Engineers in their steamers—now a large percentage of the deck officers are Norwegians—but that is not all. There is a Nautical School near Shanghai where Chinese Cadets are taught navigation and seamanship on exactly the same lines as any Nautical School which prepares candidates in England for the Mercantile Marine Board of Trade Examinations, the above mentioned "Steamship Company" now employ some of the aforementioned Chinese Cadets on their steamers, to give them practical experience in seamanship and navigation; showing more clearly than I can put it, that the future policy in shipping as well as other things out here is "China for the Chinese."—Will a young man come out here in the face of all this with the cold intention of never being Master. All of the aforementioned steamship companies that have disappeared or are disappearing from the Coast of China were well-known "Lines" of "British" steamers under the British flag has been started out here since I have been in China, excepting about three very old Chinese steamers which run under the British flag between Hongkong and Saigon, and these three old vessels could scarcely be called a "line," and they might change their flag any day.

Of all the remaining steamers which are under the British flag the proportion is very small which would be compelled to comply with the Board of Trade requirements as regards the number of certificated Captains and Officers which they would be compelled to carry, and these are only the few British steamers sailing regularly out of the port of Hongkong which are British. When I first came out to the Far East, promotion was fairly rapid—in many cases a man was less than four years from the time of joining until the time he was Master, but this stopped suddenly just after the Russo-Japanese War, and since the Chinese Revolution (aforementioned) it is worse. I was Master myself in about three and a half years from the date of my joining one of the Steamship Companies, which is now defunct, but when I started again after the Russo-Japanese War, I found that quick promotion was a thing of the past out here. I am not Master now, and never will be, and there are scores more like me on the Coast of China who never will be Master, but must stay out here as they are too old to go home and start in a large company.

The anomalous position on board a very great percentage of the British steamers on the China Coast is therefore that the Master is not the oldest man "in years" on board the steamer. The above mentioned younger shipmasters are those who joined the Companies they are in, a few years before the Russo-Japanese War, which still leaves the Officers chance of ever being Master—for waiting for young and middle-aged dead men's shoes is out of the question, especially when nearly all the shipping firms are steadily dwindling as regards the number of their ships under the British flag. I remember reading in one of the local newspapers when one of the heads of one of the only two British (large) Shipping Firms remaining on the coast of China said in words to the effect—that during his visit out here he had not seen one old man in the fleet of steamers which they operated—this fleet is numerically less than about four years ago, and no sign of their increasing. At one time the pilots which were steady employees of the two principal British Shipping Companies running their steamers up six hundred miles on the Yangtze River to Hankow were Europeans, now one of them employs only Chinese, and the other one part Chinese and part Europeans. This latter "Shipping Company" in the future is only going to take on Chinese apprentice pilots, so in a few years they will have all Chinese Pilots as well. "China for the Chinese" and it is only natural, it has got to come! It is not only in shipping but in nearly all branches of European life out here, the junior positions which were filled a few years ago by Europeans are now being filled by young Chinese, who dress in foreign clothes, wear no queue and have a thorough good English education. These young men you may be certain intend to be promoted in the future to the higher positions of trust.

What appears the most significant fact, and which seems to point out to me more than anything which I have mentioned heretofore with regard to the British deck officers' almost impossible chance of ever being Master, who starts now or in the future on the China Coast, is that a large University is being started in Hongkong where I understand that the Chinese can learn anything which can be learned in the "Old Country." All the younger Chinese can now go to English Schools and it is absolutely certain that this "British University in Hongkong" will be attended by Chinese. Navigation and engineering are sure to be part of the curriculum, then there appears to me to be nothing to stop "Chinese British" Subjects in Hongkong from studying navigation and seamanship at the "Hongkong University" also engineering, and then passing the British Board of Trade Examinations for Masters, Mates and Engineers at Hongkong—the same as European Masters, Mates and Engineers pass their Board of Trade Examinations at Hongkong now, and when there are enough Chinese British subjects with Board of Trade certificates to man the British steamers on the coast of China, change the personnel from European to Chinese, and thus make a large saving in the cost of running the vessels—the case of the "China Coast" of the British Steamers, out of the way a few years ago. The principal Chinese Shipping Company on the China Coast and under the Chinese flag, which is partly a "Chinese Government Concern"—up to about a year or two ago employed mostly British Captains, Officers and Engineers in their steamers—now a large percentage of the deck officers are Norwegians—but that is not all. There is a Nautical School near Shanghai where Chinese Cadets are taught navigation and seamanship on exactly the same lines as any Nautical School which prepares candidates in England for the Mercantile Marine Board of Trade Examinations, the above mentioned "Steamship Company" now employ some of the aforementioned Chinese Cadets on their steamers, to give them practical experience in seamanship and navigation; showing more clearly than I can put it, that the future policy in shipping as well as other things out here is "China for the Chinese."—Will a young man come out here in the face of all this with the cold intention of never being Master. All of the aforementioned steamship companies that have disappeared or are disappearing from the Coast of China were well-known "Lines" of "British" steamers under the British flag has been started out here since I have been in China, excepting about three very old Chinese steamers which run under the British flag between Hongkong and Saigon, and these three old vessels could scarcely be called a "line," and they might change their flag any day.

seems to me to be the thin edge of the wedge in this direction and that as soon as Chinese British subjects out here commence getting British Board of Trade Certificates, the Europeans' days are numbered on the coast. I may mention that as soon as it was proposed to build a University in Hongkong, the firm which operated the largest line of steamers out here under the British flag made a very large donation towards the expense of founding the above mentioned "Hongkong University," and it is not likely that they would make an enormous grant of money to assist in founding a "University" in Hongkong if it was not to get some return.

Yours faithfully,
(Signed) "CHINA COASTER."

A FARMER ROBBED.

Five Men Charged.

In the Second Court at the Criminal Sessions this morning before the Puisne Judge, Mr Justice Gompertz, five men—Chan Siou, Pan Sang, Wong N. Chan Sang and Chan Man—were indicted for committing a robbery with violence at the house of a farmer in the New Territory on October 9. The second prisoner, Pan Sang, appeared to be very ill and was accompanied with a seat in the dock. All pleaded not guilty.

When his Lordship entered the Court he said the second man seemed not to be well.

Mr Alabaster asked if his Lordship would order him to be sent back for trial at the next Sessions.

His Lordship: I think that will be the best way. What is the matter with him?

Mr Alabaster said he recently underwent an operation, and he certainly appeared to be in pain.

His Lordship: He does not appear to be fit to conduct his own defence. Perhaps the police will see that he is taken back to the goal in a humane manner, in a chair.

The prisoner was accordingly removed from the dock.

The following jury was sworn: Messrs A. B. Pollock (foreman), H. E. Scriven, J. T. de Souza, J. R. Forbes, D. H. Silas, H. Rapp, and John Grant.

Mr C. G. Alabaster, instructed by Mr P. M. Hodgson, Assistant Crown Solicitor, prosecuted; prisoners were undefended.

Mr Alabaster said the robbery with which the prisoners were charged was committed at 8.30 p.m. on October 9 at the house of a farmer near Kowloon. The evidence against the prisoners was that No. 1 was identified by one witness, possibly merely because of his height, and also because on the day after the robbery he gave to his sweetheart a ring and bangles which had been stolen in the robbery; No. 3 was identified by two witnesses; No. 4 was identified by three but two of them made a false identification, picking out a Chinese policeman as well as prisoner; the fifth man was caught practically red-handed, and just before he was arrested threw away a stolen coin.

Complainant said on the night in question six men entered his house, rubbed pepper into his eyes, told him not to make a noise, and after robbing him of his jewellery shut him in his room.

This witness and others who were called were cross-examined by prisoners who put some very pertinent questions.

Sergeant Brown said he arrested prisoners two and three and the man who was ill at an eating-house at Shanghai Street. The same day he found a jacket produced in a house in Reclamation Street. In the pocket were a watch and other jewellery which was later identified by complainant. Later in the day he arrested another of the prisoners in the same street.

TRAINING THE PERFECT WOMAN.

Baby's Athletic Exercises.

To become the world's most perfect woman physically is the future mapped out for Margaret Terry Hudson Grant, two years and two months old, by her father, Richard Grant, director of track athletics of the University of Minnesota. Ever since she was three weeks old (status "the New York Herald") the baby has been training for the place, she is expected to fill. Systematic exercise under careful supervision of her father, who himself was formerly a track star at Yale and who has "made" many Minnesota athletes, is as much a part of little Margaret's daily life as the food she eats.

"The little girl," who has just begun to talk, delights in her exercises. The more common of these is a wand drill to strengthen and develop her chest muscles; exercises on a horizontal bar, consisting of a cane held in the hand of her father, for which she can hang for forty-five seconds; swinging back and forth while holding to her father's finger, and reclining on the floor and rising without touching her hands to the floor.

The exercises have already had wonderful results. Some of the ways in which Margaret differs from other two-year-olds are these:—Every part of her body is perfectly formed. She has a normal chest measurement of 19 in. and an expansion of nearly 2 in. Her biceps muscles measure 10 in. She could walk when she was ten months old. She could swim when she was eight months old. She weighs 25 lb. without an ounce of fat on her little body. She can walk up three flights of stairs and back without stopping.

Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.PROPOSED SAILINGS OF MAIL STEAMERS
HOMeward PASSENGER SEASON 1913.

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR
LOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers to Colombo	Leave Hongkong	Connecting Steamers from Colombo to MARSEILLES and LONDON	Due MARSEILLES (Brindisi 3 days earlier)	Due LONDON (Plymouth 1 day later)
Steamer	Tons	Steamer	Tons	
ANITA	8000	MOULTAN	10400	Saturday Feb. 15
ASSAYE	7500	MALINA	12500	March 1
HIMALAYA	7000	MORRE	11000	March 7
DEVANHA	8000	MARMORA	12500	March 13
DELTA	8000	MEDINA	12500	March 19
INDIA	8000	Through Steamer		March 25
ASSAYE	7500	HONGKONG	10000	April 1
DEVANHA	8000	MACDONALD	10000	April 7
CHINA	8000	MALINA	11000	April 13

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON

1st SALOON £71.10 SINGLE £108.14 RETURN.

2nd £43.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

LONDON,

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

Steamers	Leave Hongkong	Due MARSEILLES	Due LONDON
NOVARA	7000	January 22	Feb. 23
SUNDA	7000	February 5	March 9
SARDINIA	7000	February 19	March 23
SOMALI	7000	March 5	April 6
NAMUR	7000	March 19	April 20
NANIN	7000	April 2	May 4
NYANZA	7000	April 16	May 18
NORE	7000	April 30	June 3
NILE	7000	May 14	June 17

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES, as noted.

FARES TO LONDON

1st SALOON £55.00 SINGLE £82.10 RETURN.

2nd £33.10 £57.4

For further particulars apply to

H. W. D. SHALLARD,

Acting Superintendent.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FOR NIGHTLY SERVICE TO AND FROM EUROPE,

Via SUEZ CANAL.

FOR NIGHTLY SERVICE TO AND FROM JAPAN,

Via SHANGHAI.

For STEAMERS CAPTAIN TO SAIL.

TRANSFERRING on the Co's Steamers at SINGAPORE for BATAVIA, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON, via PARIS, from £27.10 up to £71.10. 30 hours gateway from MARSEILLE to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

P. THOMAS, Agent,

QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts-Gesellschaft 'HANSA.'

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES,

via STRAITS AND COLOMBO,

TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and North and South American Ports.

NEXT SAILINGS FROM HONGKONG

Outward.

For Shanghai, Kobe & Yokohama

S.S. SAMBA 8th Dec.

S.S. ARMENIA 17th Dec.

S.S. ALTMARK 27th Dec.

S.S. SILEBIA 14th Jan.

S.S. O.J.D. AHLERS 28th Jan.

S.S. SUEVIA 10th Feb.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamers.

Arrive Hongkong from Australia.

Leave Hongkong for Australia.

TAIYUAN 29th November

CHANGSHA 31st December

These steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of ice, fresh provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Rates. Cargo booked through for all Australian, New Zealand and Hawaiian ports.

For freight or passage apply to

BUTTERFIELD & SWIRE, Agents.

Telephone No. 36.

Hongkong, November 16, 1912.

Shipping.

THE BANK LINE, LIMITED.

(ANDREW WEIR & CO.)

REGULAR SERVICE FROM HONGKONG TO
VICTORIA, B.C., VANCOUVER, SEATTLE, and
TACOMA.

via SHANGHAI & JAPAN PORTS.

Carrying Cargo on through Bills of Lading to all Overland Common Points.

Steamer	Sailing
OCKLEY	December 17th.

To be followed by other steamers of the Company at regular intervals.

The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation and are fitted throughout with Electric Light and Wireless Telegraphy.

'Special Parcel Express to American and Canadian Points. Will call at AMOY and KEELUNG if sufficient inducement offered.

For Rates or Freight or Passage apply to
THE BANK LINE, LIMITED,
KING'S BUILDING, PRINCE'S CENTRAL.

TELEPHONE No. 720.

INDIAN AFRICAN LINE.

CARGO carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to steamers of the Indian African Line.

NEXT SAILING.

From HONGKONG. FROM COLOMBO,
November 23rd. Tymeric, December 5th.For Rates and further information, apply to
THE BANK LINE, LIMITED,
(MANAGING AGENTS).

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE Steamers of this Service provide Quickest transit from the Orient to the Argentine.

Cargo carried on Through Bills of Lading from Hongkong to River Plate Ports transshipping to Conference-Weir Line steamers at Calcutta.

FROM HONGKONG connecting with Company's Steamer at CALCUTTA.

For rates of Freight and further particulars apply to
THE BANK LINE, LIMITED,
(MANAGING AGENTS).

New Line of Steamers

South African Ports.

ORIENTAL AFRICAN LINE

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offered, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS.

S.S. DUNKER, 3,000 tons, to be despatched at the beginning of January.

And regularly thereafter.

For rates of Freight or regularly Passage apply to
THE BANK LINE, LIMITED,
(Managing Agents).

NORDDEUTSCHER LLOYD,

BREMEN

IMPERIAL GERMAN MAIL LINES.

For STEAMERS Tons To SAIL.

NAPLES, GENOA, ALGIERS, YORCK, Capt. H. Rehm.

GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN.

SHANGHAI NAGASAKI, LUETZOW, (17,000) WEDNESDAY, 27th Nov., at 10 a.m.

Kobe & YOKOHAMA, Capt. J. Bortfeldt, (17,300) THURSDAY, 28th Nov.

MANILA, ANGAUR, YAP, PRINZ SIGISMUND, (6,000) SATURDAY, 30th Nov., at 9 a.m.

NEWGUINEA, BRISBANE, Capt. D. Lenz.

SYDNEY & MELBOURNE.

Kobe & YOKOHAMA, PRINZ WALDEMAR, (6,100) About TUESDAY, 10th Dec.

KUDAT and SANDAKAN, BORNEO, Capt. F. Sembill, (About Middle of December).

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telephones.

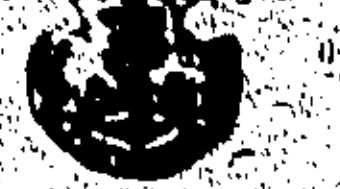
For further Particulars apply to
Norddeutscher Lloyd,
MELOCHERS & CO.,
General Agents, Hongkong & China.

PHILIPPINE STEAMSHIP Co.

For Freight or Passage, apply to
Shewan, Tomes & Co., General Managers.

Shipping.

AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government).

MONTHLY FAST DIRECT SERVICE TO TRIESTE,
via SINGAPORE, PENANG, COLOMBO, ADEN, SUER, PORT SAID.

Accelerated Train Service from Trieste to Paris, London and Berlin.

S.S. BOHEMIA, 7900 tons, will leave as above on 18th November, at 5 p.m.

S.S. AFRICA, 8300 tons, will leave as above on 18th December, at 5 p.m.

Cheap rates, Hongkong—Trieste, Yenice: £30 1st class, £36 2nd class & £19 3rd class.

Superior accommodation for 1st and 2nd Class and Cabin passengers. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

TO SHANGHAI.

S.S. AFRICA, 8300 tons, will leave as above on 6th December, at Daylight.

S.S. ROSSER, 9900 tons, will leave as above on 5th January, at Daylight.

Cheap rates Hongkong—Shanghai £5 1st class, £4 2nd class and £3 3rd class.

MONTHLY ORDINARY SERVICE.

S.S. NIPPON, 13900 tons, will leave for TRIESTE, VIENNA and VENICE, via SINGAPORE, PENANG, COLOMBO, CALCUTTA, ADEN, SUER, PORT SAID, about 3rd December.

S.S. PERLA, 15500 tons, will leave for TRIESTE, VIENNA and VENICE, via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, etc., about 31st December.

TO KOBE.

S.S. PERLA, 15500 tons, will leave as above and to Yokohama via Shanghai about 30th November.

S.S. E. F. FERDINAND, 12,000 tons, will leave as above about 30th December.

Superior accommodation for First-Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.

Cargo taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also the North and South America. For information apply to
SANDER, WIELER & CO., Agents,
PRINCE'S BUILDING.

Hongkong, January 3, 1913.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, latest and most luxurious Steamers on the Coast, having splendid accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY & FOOCHOW

AND RETURN.

(Occupying 2 to 10 Days).

STEAMERS:

HAIYANG Capt. A. E. Hodgins FRIDAY, 22nd Nov., at 11 a.m.

HAICHING Capt. W. O. Passmore TUESDAY, 26th Nov., at 11 a.m.

HAITAN Capt. J. S. Roach FRIDAY, 29th Nov., at 11 a.m.

LEAVING:

HAIMUN Capt. J. W. Evans WEDNESDAY, 20th Nov., at 11 a.m.

SUNDAY, 24th Nov., at 10 a.m.

Steamers will arrive at, and depart from the Company's Wharf near Blake Pier.

For Freight and Passage, apply to
DOUGLAS, LAPRAIK & CO.,
General Managers.

THE EASTERN & AUSTRALIAN MAIL

STEAMSHIP CO. LIMITED.

SERVICE

TO AUSTRALIA, via MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

Steamers	Arrive Hongkong from AUSTRALIA	Leave Hongkong for AUSTRALIA
EMPIRE	Nov. 15.	Dec. 7th, at Noon.
ST. ALBANS	Dec. 13.	Jan. 4th, at Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of ice, fresh provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried. For further particulars, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, November 2, 1912.

DIRECT ROUTE TO AMERICA.

GREAT NORTHERN STEAMSHIP COMPANY.

S.S. 'MINNESOTA'

Capacity 28,000 Tons. Length 630 Feet. Beam 73½ Feet.

21,000 Tons Gross Register. 34,500 Tons Displacement.

EQUIPPED WITH WIRELESS TELEGRAPHY.

(CAPT. T. W. GARRICK).

SAILS FROM HONGKONG ON MONDAY, February 3rd, at Noon.

FOR

SEATTLE via NAGASAKI, INLAND SEA, KOBE and YOKOHAMA.

LUXURIOUS PASSENGER ACCOMMODATION—Suites and state-rooms (all outside rooms), Music room, Library, Smoking room, Nurses' Laundry, Telephone, etc.

Direct connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States, Canada and Europe.

Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For full information regarding freight or passage apply to
NIPPON YUSEN KAISHA, PRINCE'S BUILDING,
Hongkong, November 1, 1912.

THOS. COOK & SON.

TOURIST STEAMSHIP & FORWARDING AGENTS,

BANKERS, etc.

Head Office for the Far East: 16, Des Voeux Road Central, HONGKONG.

SHANGHAI: 43, Fookchow Road.

YOKOHAMA: 24, Water Street.

Tickets issued to EUROPE by the principal STEAMSHIP LINES.

TRAVEL AGENTS IN ALL PARTS OF THE WORLD.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded, and delivered at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office: LUDGATE CIRCUS, LONDON, E.C.

Hongkong, April 4, 1912.

Notices to Consignees

TOYO KISEN KAISHA

NOTICE TO CONSIGNEES
FROM SAN FRANCISCO, via HONGKONG, LULU, and JAPAN PORTS.

THE Steamship

SHUNTO MARU

The above named steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading or counter-signatures, as to take immediate delivery of cargo from aboard.

Cargo remaining undelivered on MONDAY, 18th Nov., at 5 p.m., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No claim will be recognised after the Goods have left the Steamer or Godown, and all goods remaining undelivered on FRIDAY, 22nd Nov., afternoon, will be subject to rent and landing charges.

All cargo and other damaged cargo to be left on board or in Godown, examination of same to be held on 23rd inst.

All claims must be filed on or before 29th November, otherwise they will not be recognised.

S. MORIMOTO,

Hongkong, November 15, 1912. 1485

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Co's Steamship Namany having arrived from the above Ports, Consignees of cargo are hereby informed that their goods will be delivered, from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 19th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd. General Managers.

Hongkong, November 16, 1912. 1486

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Steamship

FRANZESS ALICE

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and West Point Godowns, whence delivery may be obtained.

This steamer having sustained General Average, Consignees are informed that they will be required to sign an Average Bond, and a contribution of 5% is to be paid.

Optional Cargo will be forwarded or unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 21st of November will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 21st of November, at 9.30 a.m.

All claims must reach us before the 28th of November, 1912, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

This Steamer brings Cargo: Ex S.S. Traveller from Zanzibar via Aden.

NORDDEUTSCHER LLOYD, MELOCHERS & CO., General Agents.

Hongkong, November 15, 1912. 1489

THE CHINA MAIL

TYPHOON

MAP and GUIDE

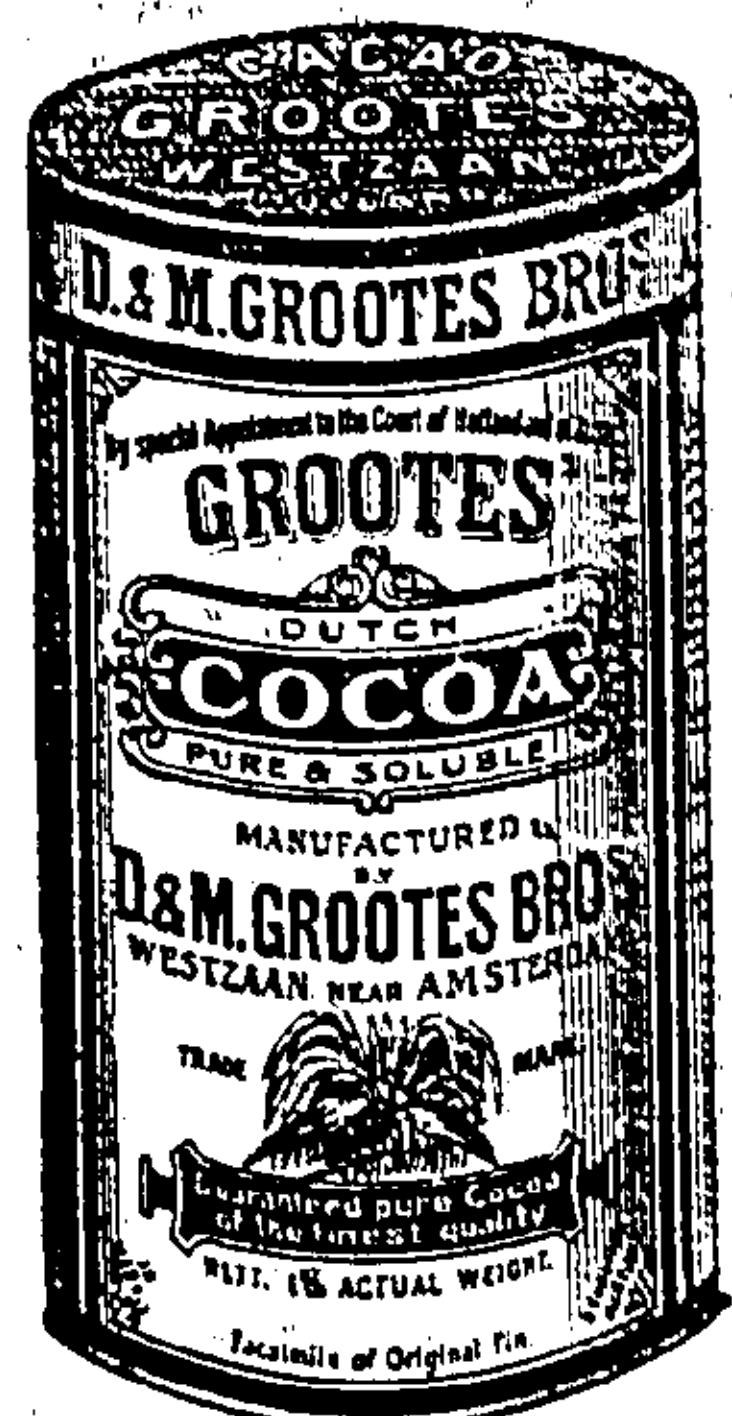
Enables one to locate the centre of a Typhoon.

MOUNTED ON CARDBOARD AND TAPED FOR HANGING.

Price 40 Cents.

Write to the Editor, THE CHINA MAIL.

ASK FOR



GROOTES' DUTCH COCOA
Absolutely Pure and Soluble.

FOR SALE

AT
ALL STORES.

30 CENTS PER 4 POUND TIN.

Breakfast Cups

GRATIS

TO REGULAR BUYERS.

MacEwen, Frickel & Co.

Sole Agents for South China.

4, DES VŒUX ROAD.

To-day's Advertisements

In the Matter of THE COMPANIES' ORDINANCE No. 33 of 1911 and
In the Matter of THE SAM WANG LAND INVESTMENT, LOAN & AGENCY CO., LTD.
(In Liquidation).

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the offices of Messrs. PARKY SMITH, SMITH & FLEMING, Accountants and Auditors, 5, Queen's Road Central, Hongkong, on WEDNESDAY, the 27th day of November, 1912, at 12 o'clock Noon. When the subject of Resolution which was passed at an Extraordinary General Meeting of the Company held on the 12th day of November, 1912, will be submitted for confirmation as a Special Resolution.

That the Liquidator do and he hereby authorizes to accept a composition of 65% of the Principal and Interest due by the partners of Tai On Co., the Kin Bing Co., and the Yu Fung Bank up to the 1st June, 1912, together with interest from that date to the date of payment.

Hongkong, the 15th day of November, 1912.
J. HENNESSY SETH,
Liquidator.

TO LET.

OFFICE to let, 1st Floor, very central, fine large and Two Small Rooms, Small Godown.

Apply
Care of 'CHINA MAIL' Office.
Hongkong, November 19, 1912. 1464

PUBLIC AUCTION.

THE Undersigned have received instructions from Major HARRIS, R.N., to sell by Public Auction

FRIDAY,

the 29th November, 1912, at 2.30 p.m., at "No. 5, LYNNON VILLAS, Kowloon."

THE VALUABLE HOUSEHOLD FURNITURE, &c., &c.

Therein contained.

(Full Particulars from Catalogue).

Terms—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, November 19, 1912. 1465

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE H. A. L. Steamship

Captain G. HARRIS, having arrived, Con-

signees of Cargo are hereby informed that

these goods are being landed and placed at

their risk in the Godowns and for extra

charges Godowns of the Hongkong &

Kowloon Wharf & Godown Company,

Limited, whence delivery may be obtained

against Bills of Lading consigned by the

Undersigned.

Optional Cargo will be carried on unless

notice to the contrary be given TO-PAY.

All claims must be presented within ten

days of the steamer's arrival here, after

which date they cannot be recognised.

No claims will be admitted after the

Goods have been landed after the 25th inst.

at 9.30 a.m.

No Fire Insurance will be effected by us

in any case whatever.

This steamer brings on cargo—

Ex s.s. Jolo from Bremen.

Ex s.s. Gascia from Havre.

HAMBURG-AMERICA LINE.

Hongkong Office.

Hongkong, November 19, 1912. 1464

China Coast Meteorological.

Register.

November 19—A.M.

Station.	Hour.	Barometer.	Thermometer.	Humidity.	Direction.	Force.
Yamotoko	7 a.	30.10	48	66	SE	0
Niunuro	7 a.	29.93	66	82	W	1
Hakodate	"	29.85	48	66	W	1
Tokio	"	29.97	"	NW	"	1
Kagoshi	"	30.03	"	SW	"	1
Nagasaki	"	30.03	"	NW	"	1
Kacchibima	"	30.15	"	W	"	4
Oshima	"	"	"	"	"	"
Naba	"	"	"	"	"	"
Isaijima	"	"	"	"	"	"
Bonin Is	"	"	"	"	"	"
Wotaniwa	"	30.38	33	88	W	12
Hankow	"	"	"	"	"	"
Kiukiang	"	30.51	38	80	N	12
Shanghai	"	30.44	48	69	N	12
Out-Jaffa	"	30.27	43	80	SE	5
Shary Pk.	"	30.29	43	80	SE	5
Amoy	6 a.	30.24	43	72	SE	3
Swatow	7 a.	30.17	42	64	N	4
Tatohku	6 a.	30.22	"	"	E	1
Telchu	"	30.06	"	"	E	6
Taiwan	"	30.09	"	"	E	6
Kanton	"	29.98	"	70	SE	10
Pescadores	"	30.07	"	70	SE	10
Canton	9 a.	"	"	"	"	"
Hongkong	7 a.	30.16	45	70	N	1
Viet. Peak	7 a.	"	"	"	"	"
Ng Peak	6 a.	30.11	43	70	N	1
Manila	8 a.	30.18	43	NW	2	1
Wuchow	9 a.	30.38	68	"	"	"
Holhow	"	"	"	"	"	"
Pakhoi	"	"	"	"	"	"
Phu Lien	6 a.	30.17	46	70	N	3
Tientsin	"	30.23	43	70	N	3
C. St. James	"	29.98	43	NW	2	0
Amoy	"	29.92	"	"	"	"
Manila	"	29.93	"	NW	1	0
Legaspi	"	29.88	"	"	"	"
Beceod	9 a.	"	"	"	"	"
Delic	"	"	"	"	"	"
Cebu	"	"	"	"	"	"
Luban	"	29.90	54	"	"	"